LINK OPERATIONS AND MAINTENANCE SATELLITE FACILITY

Environmental Scoping Information Report

September 2012

SOUNDTRANSIT

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

U.S. Department of Transportation
Federal Transit Administration

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Exhibit 1: OMSF Preliminary Purpose and Need Statement

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Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are starting scoping activities for an Environmental Impact Statement (EIS) they will prepare for the Link light rail Operations and Maintenance Satellite Facility (OMSF) Project in King and Snohomish counties in the metropolitan Puget Sound region. The OMSF is part of the Sound Transit 2 (ST2) Plan for which voters approved financing in 2008 and is an element of Sound Transit's Long-Range Transit Plan. The scoping process gives the public and agencies a chance to learn about and provide comments about the project. It helps Sound Transit and the FTA identify and consider potential alternatives and effects on the environment to be studied in an EIS.

This report describes:

- The project and its background
- The scoping process
- Scoping meeting dates and locations
- How to provide comments
- A preliminary statement of the project's purpose and why the project is needed
- Potential project alternatives
- Topics to be evaluated in the EIS
- The environmental review process and schedule

Project Description

Sound Transit is expanding its Link light rail system as part of the ST2 Plan of system-wide transit investments (see map on next page). Sound Transit's district encompasses the urbanized portion of the three-county central Puget Sound region, covering over 1,000 square miles and serving more than 2.8 million people.

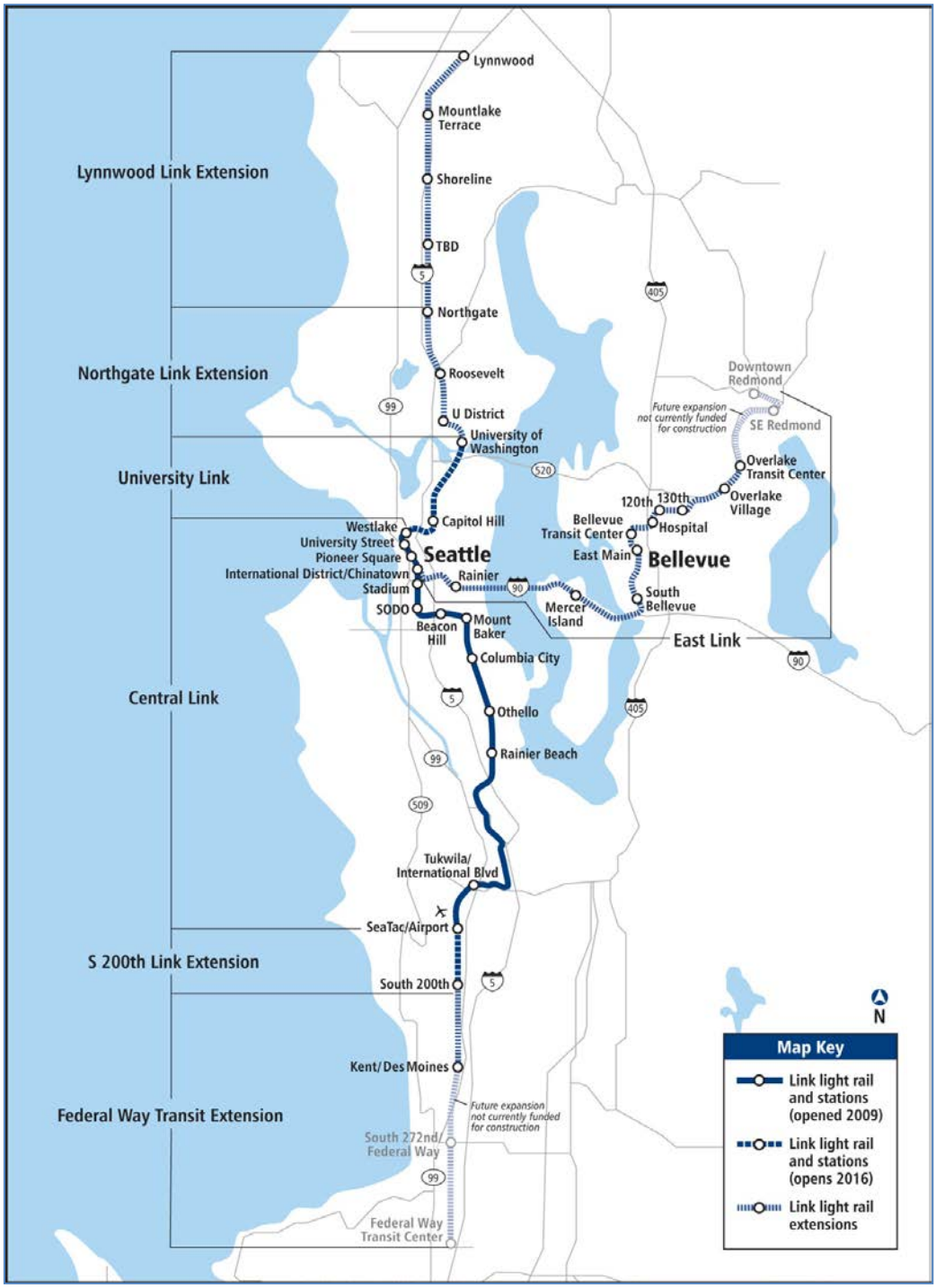
Light Rail Vehicle Leaving Forest St OMF

The ST2 Plan builds on the existing regional transit system. It includes light rail extensions from Seattle to Overlake in Redmond; Northgate to Lynnwood; and SeaTac to Federal Way. ST2 also includes Sounder commuter rail, Tacoma Link, and ST Express regional bus improvements.

To implement the ST2 expansion, Sound Transit will have to increase its light rail vehicle fleet to approximately 180 vehicles by 2023.The existing light rail operations and maintenance facility (OMF) is located on a 25-acre site south of South Forest Street and west of Airport Way in the industrial area south of Downtown Seattle, and can only serve 104

vehicles. Sound Transit needs more capacity to support ST2's light rail vehicle storage and maintenance needs.

ST2 Light Rail Extensions



ST2's vehicle acquisition and delivery schedule requires the additional capacity to be operational by the end of 2020. The Link Operations and Maintenance Satellite Facility (OMSF) Project was included in the ST2 Plan.

Sound Transit's existing OMF includes a four-story, 162,000 square foot operations and maintenance building that contains component repair shops, electronics repair shop, a signals and communications lab and a communications maintenance shop. This facility also houses the back-up Link Control Center, training rooms, sheriff offices, and staff offices for maintenance and operations management and administrative personnel.

The purpose of the OMSF project is to provide additional capacity to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of light rail vehicles (LRVs) identified in the ST2 Plan. The potential OMSF is expected to provide service and inspection functions to support a fleet of approximately 80 LRVs with the assumption that the Forest Street OMF will continue to provide inspection services as well as provide heavy repair and overhauls.

The OMSF will be used to store, maintain and dispatch vehicles for daily service. The functional requirements include storage of vehicles, preventative maintenance inspections, light maintenance, emergency maintenance, interior vehicle cleaning, and exterior car washing. The facility will need to accommodate some administrative and operations functions. The facility will be used as a "report base" for LRV operators. Space will be needed for employee parking, operations staff offices, maintenance staff offices, dispatcher work stations, employee report room, areas with lockers, showers and restrooms for both operators and maintenance personnel.

The initial phase of the OMSF project will include planning and technical analyses, engineering studies, interagency coordination and preparation of a cost estimate. This phase will also identify potential environmental impacts and propose potential mitigation measures.

Scoping

The Scoping Process

Scoping is the first step in the environmental review process. Its purpose is to narrow the focus of the EIS to significant environmental issues, eliminate insignificant impacts from detailed study, and identify alternatives for analyses in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared and initiates their involvement in the process. The scoping process informs the public and Sound Transit to areas of concern and controversy early in the process. As a result, scoping offers more opportunities for Sound Transit to consider and explore means to address concerns. From an environmental perspective, this may result in modified proposals with fewer environmental impacts.

As the public agency proposing the OMSF, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). Sound Transit may pursue project funding from the Federal Transit

Administration (FTA). As a result, the FTA and Sound Transit must also undertake environmental review in compliance with the National Environmental Policy Act (NEPA).

FTA as the federal lead agency under NEPA and Sound Transit as the lead agency under SEPA have determined that the Link light rail OMSF may have significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA environmental impact statement (EIS) for the project.

Forest Street OMF Public Art

Using color, pattern and shape, the artwork Safety Spires transforms the O&M yard's Overhead Contact System (OCS) poles into a celebration of transit, technology, and nature.

A scoping notice for the EIS has been published in the Federal Register and the SEPA register on September 21, 2012. Links to the notices are provided at: www.soundtransit.org/omsf. Notices and advertisements announcing upcoming public scoping meetings have been placed in the Seattle Times and local area newspapers. Sound Transit and FTA are inviting the public to be involved in the ongoing EIS process. Through scoping, they seek comments on the preliminary purpose and need for the transit project and the scope of the EIS. This includes the alternatives and the environmental topics to be considered in the EIS.

The scoping process will be conducted in consultation with FTA, the cities of Bellevue and Lynnwood, King and Snohomish Counties, affected tribes, regional, state and federal agencies, businesses, affected communities, interested organizations and individuals, and other members of the public. The 30-day process will include the following:

- Distributing this environmental scoping information report.
- Holding public and tribal/agency scoping meetings to present information and receive comments.
- Meeting, corresponding, and/or consulting with affected local, regional, state and federal agencies, tribes and other organizations regarding issues within their jurisdiction or concern.

After completing the scoping period, FTA and Sound Transit will consider scoping comments received and, in consultation with participating agencies, will use what they have heard to refine the project's preliminary statement of Purpose and Need, determine the alternative sites that the EIS will evaluate, and identify the environmental issues that the EIS will analyze.

Public Comments and Scoping Meetings

The public comment period is open until October 22, 2012. Anyone who has an interest in the Link light rail OMSF project alternatives and potential environmental impacts is encouraged to take part in the scoping process. First, read this document, as it describes current assumptions regarding the OMSF project and potential site alternatives to be evaluated. Second, attend a scoping meeting or visit the project website for additional information. Third, tell us what you think about the project's purpose and need, the alternatives being contemplated, and/or the issues that should be studied. Comments and suggestions are encouraged on any or all of the material contained in this document or presented at the scoping meetings.

The meetings will consist of an open house and also include the opportunity to provide oral comments. Both oral and written comments will be accepted at these meetings. Auxiliary aids, services and communication material in accessible formats and language other than English can be arranged by calling 800-210-4900 (voice) or 206-398-5410 (TTY) at least two days in advance.

Comments may also be submitted in writing by mail, fax or e-mail to be by 5:00 p.m. October 22, 2012, to:

Kent Hale, Senior Environmental Planner
re: OMSF
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Or by e-mail to OMSF@soundtransit.org

For more information on the scoping process, contact Luke Lamon at 206-903-7469, luke.lamon@soundtransit.org, or write him at the address above.

Public Scoping Meetings

The project will hold two public scoping meetings at the following locations and times:

October 8, 2012, 4:00 pm-6:00 pm
Highland Community Center, 14224 Bel-Red Road, Bellevue, WA

October 11, 2012, 5:00 pm-7:00 pm
Lynnwood Convention Center, 3711 196th St. SW, Lynnwood, WA

A separate scoping meeting will also be held with agencies to present project information and receive comments. Sound Transit sent invitations for the meeting to local, state, and federal agencies as well as tribal governments.

How Comments are Used

After the end of the comment period on October 22, Sound Transit will collect and consider comments received and will prepare a scoping report summarizing comments received. The report will be made available to the public, the Sound Transit Board, and FTA. Later this fall, in coordination with FTA, the Sound Transit Board will review the purpose and need for the project and identify the alternatives to be evaluated in the EIS. The comments received during the scoping period will be considered as Sound Transit, FTA, and other participating agencies define the scope of the EIS and its related technical analysis, including any special issues to be addressed.

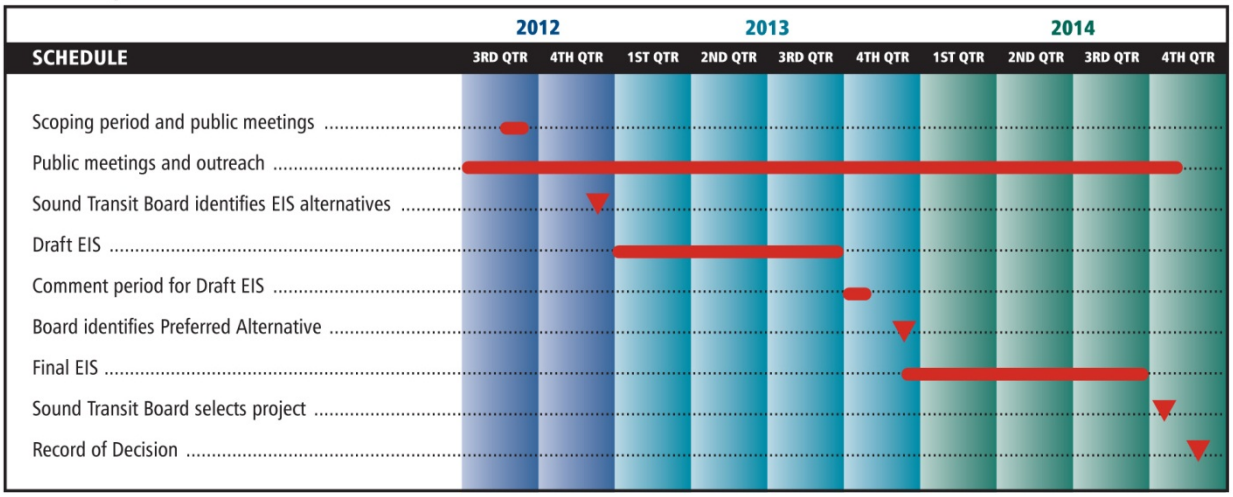
Project Preliminary Purpose and Need

The Purpose and Need Statement is an important component of the EIS process. It is intended to briefly explain the underlying purpose and need to which the agency is responding in proposing the project. The scoping process provides an opportunity for agency and public comment on the preliminary purpose and need statement early in the environmental review process. The attached Link Light Rail Operations and Maintenance Satellite Facility Preliminary Purpose and Need Statement is provided for public and agency review, and comments on the statement will be accepted during the 30-day scoping period.

Link Light Rail OMSF EIS Schedule

The proposed schedule for the Link light rail OMSF environmental review process is shown below. It is subject to revision based on the Sound Transit Board decision-making process.

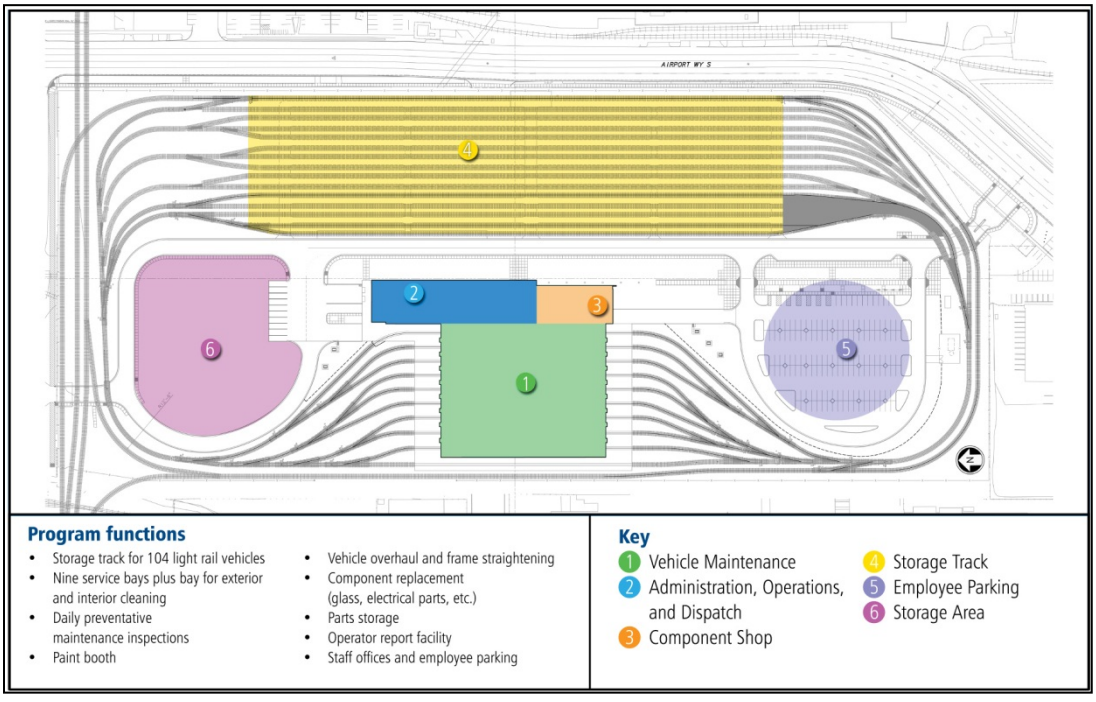
OMSF Project EIS Schedule



Facility Siting Requirements

The identification of potential OMSF sites for consideration in the EIS is based on physical and operational needs, consistency with regional transportation plans, and other considerations. The physical and operational components of a light rail maintenance facility are demonstrated in the figures below showing the existing Forest Street OMF.

Forest Street OMF



Physical

Potential sites are required to have the following physical elements at a minimum:

- **Location:** site is proximate to a built or funded light rail segment.
- **Size:** accommodate at least 80 vehicles and include at least 20-25 acres of usable land.
- **Configuration:** the site is approximately the same configuration (650' W x 1500' L) as the existing 104 vehicle Forest Street OMF.

Physical and Operational Components of ST Forest Street OMF

1. Vehicle Maintenance, 2. Administration, Operations, & Dispatch, 3. Component Shop, 4. Storage Track

Operational

Potential sites will be required to facilitate Link light rail maintenance operations and cannot impede on the system's ability to provide reliable and efficient service. The potential sites are expected to meet or exceed the operational requirements:

- **Operating Cost:** located within a transit corridor that minimizes the overall system operating costs.
- **Reliability:** the transition of light rail vehicles between the OMSF and the operating line should not negatively impact light rail service operations or the available nightly maintenance window (1:00 a.m. to 5:00 a.m.).

- **Efficiency:** site characteristics will minimize excessive vehicle maneuvering to position the trains for morning deployment.

Regional Plan Consistency

Potential sites must be consistent with adopted regional transportation and land use planning documents, the Sound Transit Regional Transit Long-Range Plan, PSRC Vision 2040, and the Key Strategies of the PSRC Transportation 2040 plan.

Description of OMSF Potential Alternatives

The EIS will consider a No-Build Alternative. The No-Build Alternative provides a baseline against which to measure impacts of the potential action alternatives. It will include the existing transportation system plus committed transportation improvements included in PSRC's Transportation Improvement Program.

Planning work to identify potential OMSF alternatives to date has involved system-wide operational analysis, facility programming analysis, consideration of ST2 fleet and longer-range fleet needs, review of operational corridors, and identification and review of potential locations for the OMSF. The objective of the system-wide operational analysis was to examine the feasibility of locating and operating an OMSF along each operational corridor, considering both the fleet and service plans for the ST2 light rail expansion as well as future expansion of the core light rail system as envisioned in the Regional Transit Long-Range Plan (i.e., light rail connections to Everett, Tacoma, and Redmond) and adopted in the Puget Sound Regional Council's (PSRC) VISION 2040 and Transportation 2040 plans . In this context, corridors are defined as north, east, and south of the future junction of the north-south line and the north-east line. This junction is south of the Downtown Seattle Transit Tunnel (DSTT) and the International District Station where the East Link line meets the north-south line. Facility programming analysis informed the range of operations and maintenance functions required, as well as the fleet service and storage capacity needs for the OMSF. This work helped define the minimum site size and configuration and operational needs for the OMSF. Specific sites in each operable corridor were identified and reviewed, considering site size and configuration; proximity to the rail line; site development constraints such as the presence of streams and wetlands or the need for substantial earthwork (grading and filling); land acquisition costs; and other factors. Finally, operational requirements related to system operating costs, reliability, and efficiency were considered for each site.

Potential OMSF sites were identified in the north and east corridors of the future light rail system. Potential sites were not identified in the south corridor because locating an OMSF in the south would be operationally infeasible. Specifically, the amount of time needed to deploy trains to serve the morning peak for the entire system (including the north and east corridors) from the existing OMF and a satellite facility south of the existing OMF would exceed the time allotted to serve the 6:00 am to 10:00 am morning peak period. In addition, the four-hour nightly inspection and maintenance window (1:00 am to 5:00 am), when all trains must be off the system, could not be maintained with a facility south of the existing OMF. Expansion of the existing Link OMF located at 3407 Airport Way S. in Seattle (south of the junction described above) is not proposed as an alternative for similar reasons. First, deploying the

entire fleet of approximately 180 vehicles from one location would result in the same operational constraints as that described above for a facility located south of the existing OMF. Second, the existing OMF does not have capacity (e.g., number of vehicle bays, operator report facility, parts storage and component repair, etc.) to provide the daily and weekly maintenance and inspection needs for the entire fleet of 180 vehicles. There is insufficient property to expand the site to provide these needs without impacting the adjacent street network, which provides for freight mobility in the SODO industrial area. Finally, with a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service and for all these reasons, developing a second site is desirable.

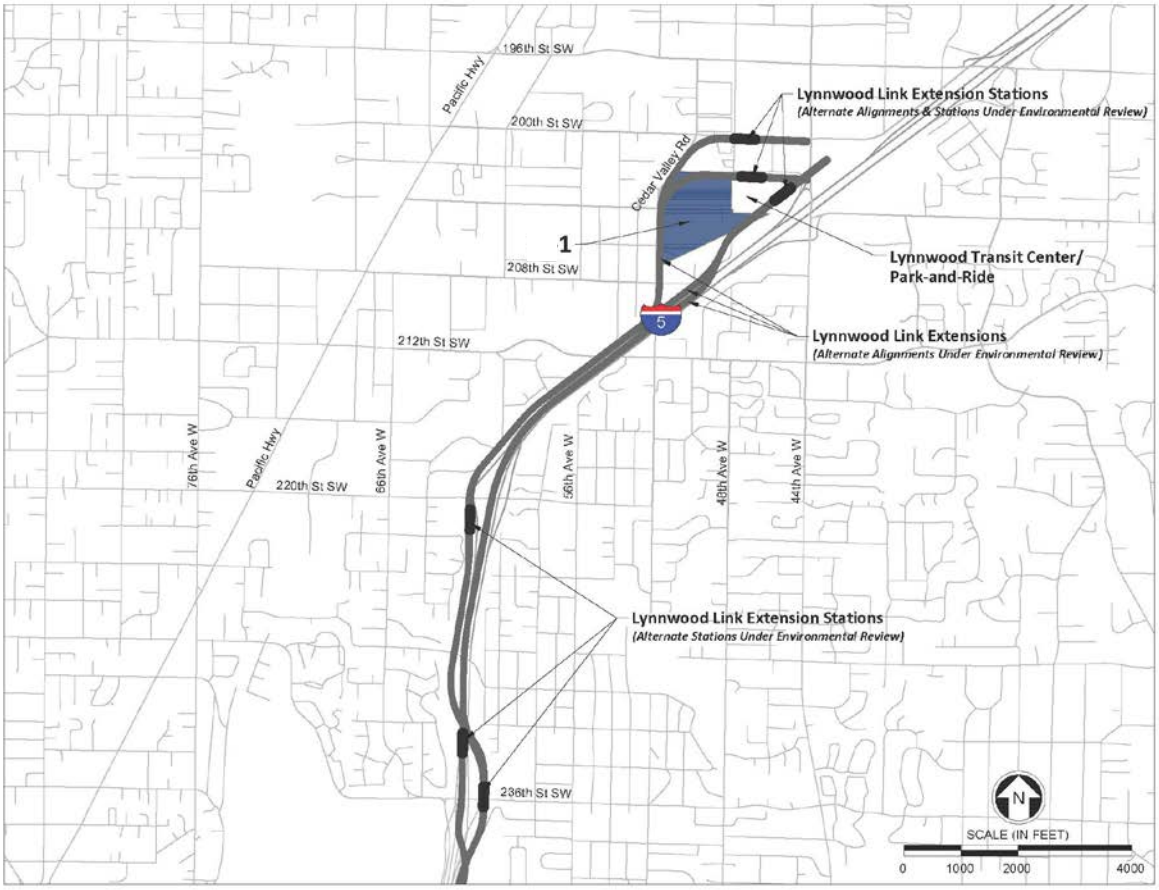
Following is a brief description of the potential OMSF sites to be investigated during the scoping period of the OMSF project EIS. The description of potential sites is neither definitive nor final. It is intended to promote discussion during the scoping process. FTA and Sound Transit intend to use public and agency input during the scoping period to help narrow the potential alternatives described below to a range of reasonable alternatives to evaluate in the Draft Environmental Impact Statement. Design, cost, operational issues, environmental issues, community input, and other considerations will affect the alternatives ultimately studied in the EIS.

Refinements of the sites will be developed as the engineering and environmental analysis progresses to accommodate the OMSF functional requirements (e.g., storage track, maintenance building, administration offices, material storage, parking, and the operator report and dispatch facilities).

Lynnwood Link Corridor

1: 52nd Ave and SW 208th St: This alternative would construct the OMSF north of I-5 and east of 52nd Ave W/Cedar Valley Road in the City of Lynnwood. This site is located along several of the proposed Lynnwood Link alignments being evaluated in the Lynnwood Link Extension Draft EIS.

Lynnwood Link Corridor Potential Alternative



East Link Corridor

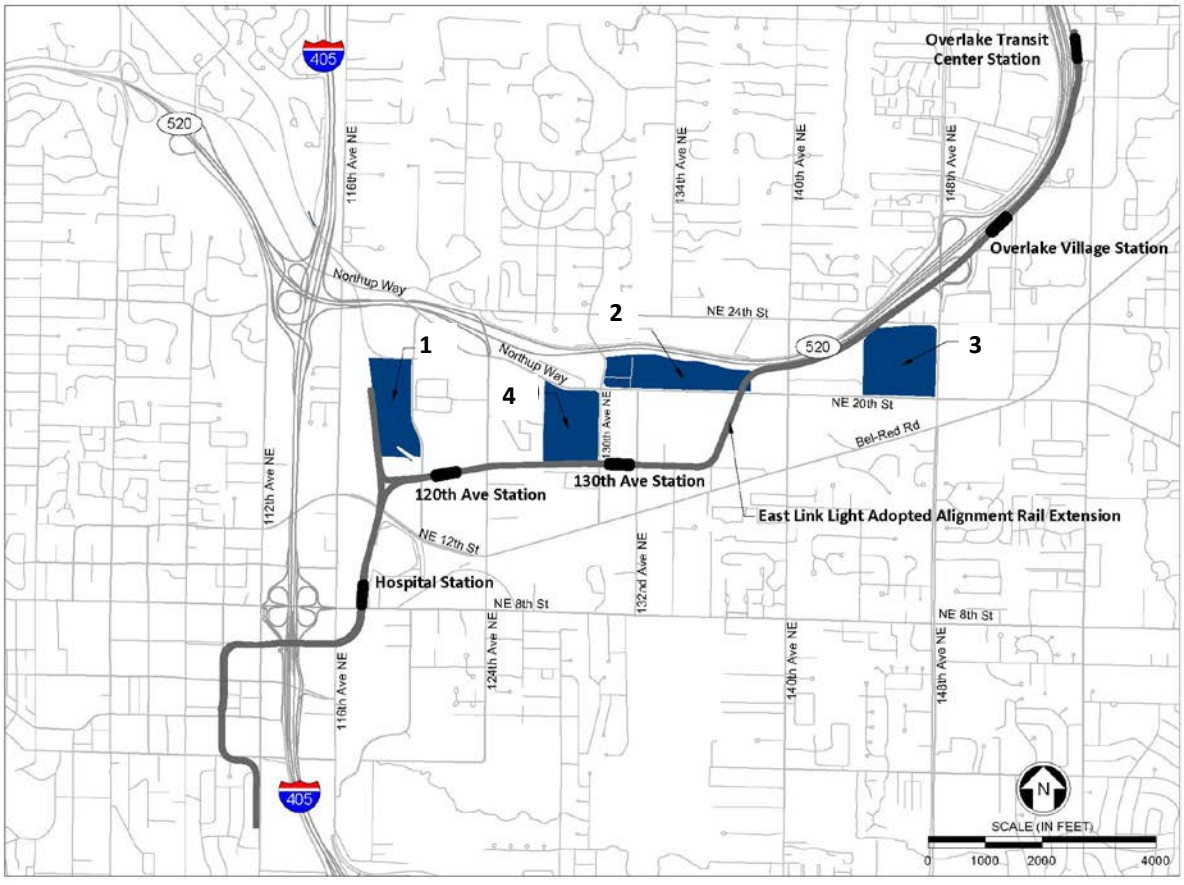
1: West of BNSF: This alternative would construct the OMSF between the BNSF railway corridor on the west and 120th Avenue NE on the east, south of SR 520 and north of NE 12th St in the City of Bellevue. This site is located along the adopted East Link alignment.

2: South of SR 520: This alternative would construct the OMSF south of SR 520 and north of Northup Way/NE 20th St, east of 130th Ave NE and west of 140th Ave NE in the City of Bellevue. This site is located along the adopted East Link alignment.

3: 140th Ave NE and NE 20th St.: This alternative would construct the OMSF south of NE 24th St and north of NE 20th St, west of 148th Ave NE, and southeast of SR 520 in the City of Bellevue. This site is located along the adopted East Link alignment.

4: 130th Ave NE and NE 20th St.: This alternative would construct the OMSF west of 130th Ave NE, east of 124th Ave NE, and south of Northup Way/NE 20th Street. This site is located along the adopted East Link alignment.

East Link Corridor Potential Alternatives



Environmental Elements to be Evaluated

Input from the public and agencies received during the scoping period will be used to inform the scope of the environmental analysis in the EIS. Impacts of a Link light rail OMSF related to the environmental elements listed below will be considered. The scoping process may result in a narrower scope of elements analyzed in the EIS.

- Transportation
- Land Use and Economic Activity
- Acquisitions, Displacements, and Relocations
- Neighborhoods and Populations
- Visual Resources and Aesthetics
- Air Quality
- Noise and Vibration
- Ecosystems
- Water Resources
- Energy
- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services
- Utilities
- Historic & Archeological Resources
- Parklands
- Construction Impacts
- Cumulative Effects
- Environmental Justice
- Section 4(f) Resources (public parks, wildlife refuges, and historic properties)

The analysis will identify impacts for the construction period and for the long-term operation of the alternatives, including direct, indirect, and cumulative impacts. Results of initial evaluations of impacts will also be used to refine alternatives, reduce environmental impacts, and improve operational performance. The environmental analysis will also propose potential mitigation measures to avoid or further reduce identified impacts.

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Attachment:

Link Operations & Maintenance Satellite Facility Project

Preliminary Purpose and Need Statement

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Preliminary Purpose and Need Statement

The following is a Preliminary Purpose and Need Statement for review during this Scoping process. After considering the Scoping comments received, the Federal Transit Administration under the National Environmental Policy Act and Sound Transit under the State Environmental Policy Act will in consultation with participating agencies, finalize the Purpose and Need and determine the range of alternatives to be evaluated in the EIS.

Sound Transit is currently implementing a system-wide expansion of its Link light rail transit service throughout its service area. This expansion is part of the Sound Transit 2 (ST2) Plan of transit investments approved by the voters in 2008. To implement the ST2 expansion, Sound Transit will have to increase its light rail vehicle fleet to approximately 180 vehicles by 2023. Its existing light rail operations and maintenance facility (OMF) is located on a 25-acre site south of South Forest Street and west of Airport Way in the industrial area south of Downtown Seattle. The existing OMF is currently configured to serve up to 104 vehicles.

Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs. The program's light rail vehicle acquisition and delivery schedule requires additional capacity to be operational by the end of 2020.

Purpose

The project's purpose is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of light rail vehicles identified in the ST2 Plan. ST2's vehicle acquisition and delivery schedule requires additional capacity to be operational by the end of 2020. The OMSF project will:

- Accommodate expansion of the Link system to Lynnwood Transit Center, Overlake Transit Center and Kent / Des Moines;
- Provide efficient and reliable light rail service and minimize system annual operating costs; and
- Support regional long-range plans, including the Puget Sound Regional Council's (PSRC) VISION 2040 and Transportation 2040 plans, and Sound Transit's Regional Transit Long-Range Plan.

Need

The project is needed because the existing OMF site cannot store, maintain, or deploy the vehicles associated with the expanded service called for in the ST2 Plan. Sound Transit cannot provide reliable service without adequate maintenance facility capacity. Approximately 180 vehicles are needed for the ST2 expansion; the existing OMF can store only 104 vehicles. Therefore, to implement ST2 the Link system will require more storage area and greater capacity for necessary service, maintenance, and inspection functions. Moreover, the storage and maintenance facility must be sited to support efficient and reliable operations and deployment of vehicles to serve the entire Link system.

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